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COUNTRY <u>East Germany</u>	REPORT <u></u>	
TOPIC <u>Doeberitz Airfield</u>		25X1
EVALUATION <u></u>	OBTAINED <u></u>	25X1
DATE OF CONTENT <u></u>		
DATE OBTAINED <u></u>	DATE PREPARED <u>11 August 1955</u>	25X1
REFERENCES <u></u>		
PAGES <u>6</u>	ENCLOSURES (NO. & TYPE) <u></u>	
REMARKS <u>This is UNEVALUATED Information</u>		25X1
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1. Between 15 June and 8 July 1955, the following courier aircraft took off from Doeberitz airfield:

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Date	Number and Type of Aircraft	Heading Toward
15 June	1 Po-2	Falkensee
16 June	1 Po-2	Wildpark
	1 Yak-14	Wildpark
20 June	1 Po-2	Falkensee
	1 Li-2	Wildpark
23 June	1 Yak-14	Falkensee
	1 Po-2	Falkensee
24 June	1 Po-2	Wildpark
29 June	1 Po-2	Wildpark
	1 Yak-14	Wildpark
	1 Il-10	Brandenburg
4 July	2 Po-2s	Wildpark
8 July	1 Po-2	Wildpark

The following landings of courier aircraft were observed at Doeberitz airfield:

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Date	Number and Type of Aircraft	Coming from the Direction of	Time
16 June	1 Li-2		about 1900
29 June	1 Yak-14	Wildpark	
8 July	1 Yak-14	Falkensee	

The following air activity and aircraft were observed at Doeberitz airfield between 25 June and 8 July:

25 June. Between 0830 and 1400, Po-2s made individual local flights at altitudes of about 200 meters. Up to eight aircraft were aloft at the same time. About 32 individual take-offs were observed during the day. The duration of flights was from 20 to 25 minutes. After each landing the pilots were exchanged. The aircraft were refueled from two 2-axle tank trucks manned by six men.

15 June. Between 0700 and 1700, about 37 individual local flights by Il-10s at an altitude of about 350 meters were made. The aircraft were aloft for 40 to 45 minutes.

16 June. Between 0810 and 0820, Il-10s made local flights. Between 0825 and 1800, about 65 individual take-offs and landings at intervals of about 1,200 meters were made by Il-10s. Up to 6 Il-10s were aloft at the same time. Most of the aircraft involved in air activity had yellow markings on their tail units and propeller hubs; the remaining had medium blue markings. Flights were made individually in wedge formations of three and five aircraft at altitudes of about 350 meters in the vicinity of the field. The aircraft assembled in formation, after being aloft individually for about 10 minutes. The duration of flights was from 40 to 45 minutes. The aircraft made approach flights in close formation to the hangars at the southern section of the field and simultaneously dived from an altitude of about 300 meters to 50 meters. Approaches, dives, pulling out of dives, and pulling up of formations of Il-10s were made at the same course without banking. The distance and interval between the individual aircraft of the formations was about 60 and 40 meters respectively. Each formation dived repeatedly. Aircraft involved in air activity were refueled by two 2-axle tank trucks operated by double-hand pumps. Eight men each were employed in this procedure.

23 June. Between 1307 and 1800, the same flights in formations of 2, 3, 5, 6, and 12 aircraft were made as on 16 June. All aircraft involved in air activity had yellow markings on their tail units and propeller hubs.

A total of 83 take-offs was counted. The aircraft were aloft for about 45 minutes.

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24 June. Between 0800 and 1300, 16 take-offs for individual local flights, which lasted for about 25 minutes, were observed.

27 June. Between 0830 and 1400, it was observed that individual take-offs for local flights, which lasted for about 25 minutes, were made.

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30 June. Between 0730 and 1830, 48 individual take-offs for local flights were counted. All aircraft involved had yellow markings on their tail units and propeller hubs.

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2 July. Between 0730 and 1300, the same air activity by Po-2s was observed as on 25 June.

7 July. At 0545, two Il-10s individually took off and disappeared from view in the direction of Ketzina. Between 0645 and 0720, one Il-10 made a local flight. At 0730, 12 Il-10s with yellow markings took off for individual local flights. The same air activity with local flights of about 25 minutes' duration lasted until 1845. Six to eight aircraft were simultaneously aloft.

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. Between 1300 and 1830, Il-10s practiced flying in wedge formations of three, five, and six aircraft at an altitude of about 450 meters in the vicinity of the field. These Il-10s made approach flights to the hangars at the southern edge of the field. While approaching, the formations disassembled and attacks were made individually or in elements of two. They dived from an altitude of about 450 meters to 50 meters. When the aircraft pulled out of dive, they made a sharp bank and zoomed again. About 90 percent left banks and 10 percent right banks were made. On the average, the aircraft were aloft for 25 minutes.

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Air activity involved all aircraft which were usually parked at the field. The planes were refueled by two 3-axle tank trucks operated by hand pumps. Six to eight men were employed in this procedure.

8 July. At about 1900, one Il-10 approached the field coming from the direction of Nauen. This Il-10 made three low-level attacks at the hangars at the southern section of the field. After pulling out of dive, the aircraft banked sharply while zooming.

17 to 20, 25, 26, 28, 29 June, 2 to 6, 8 and 9 July. There was no air activity by Il-10s. 1

2. The following Il-10s were parked at Doeberitz airfield during the period under observation:

36 Il-10s arranged in two rows of 18 aircraft each, with the noses opposite each other along the spur track at the northwestern section of the field.

7 Il-10s arranged in one row with noses pointing to the south, parallel to Hamburger Chaussee at the northern section of the field.

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The following aircraft were observed in front of the hangars at the southwestern corner of the field:

- 3 MiG-15s were propped up between 15 and 20 June;
- 4 MiG-15s were propped up between 23 and 30 June;
- 2 MiG-15s were propped up between 2 and 9 July.

Between 15 and 20 June, five aircraft of unidentified types, which were parked with noses pointing to the flight control station, were observed in the southeastern corner of the field.

3. No changes of occupation of the Richthofen Kaserne was observed until 15 June 1955. Between 15 and 20 June, the occupation strength increased by recruits which arrived by rail from the direction of Oranienburg/Wildpark. According to shipments observed at Wustermark-Ort, 300 to 350 recruits arrived. They were quartered in the western and southern sections of Richthofen Kaserne. This kaserne had an estimated strength of 3,000 men after the arrival of the recruits. 2 Sentries and soldiers entering and leaving Richthofen Kaserne wore black-bordered blue epaulets with air-force insignia. The sentries were armed with carbines. It was estimated that about 10 percent of the personnel seen during the period of observation were officers, about 30 percent NCOs, and about 60 percent recruits.

During the period of observation, about 95 percent of the windows of Richthofen-Kaserne were lighted after nightfall except for the renovated sections of the installation north and west of the athletic field, which were still unoccupied.

It was noted during the period of observation, that 180 to 200 recruits and since 20 June about 300 recruits daily left the kaserne and marched to the northern portion of Doeberitz airfield at Hamburger Chaussee. The recruits were trained in firing and received basic infantry training without weapons.

Between about 1000 and 1400, and between 0900 and noon on Saturdays, about 120 recruits, wearing boots, service trousers, and black shirts, received athletic training at the newly constructed athletic field immediately west of the dismantled temporary building No. 1.

4. During the period of observation, no changes of occupation were observed at Hindenburg Kaserne.
5. The test stand located at the repair hangar area at the northern portion of the airfield was irregularly in operation during daytime and even up to midnight.
6. At about 1000 on 7 July, two boxcars and three flatcars with side racks were observed at the spur track near the fuel depot at the field. These railroad cars had already been unloaded.


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7. In late June, walls of loose sticks, about 2.5 meters high, were erected at the northern edge of the field along Hamburger Chaussee. These walls obstructed views to the airfield.
8. At about 1100 on 6 July, a movable twin-barrelled AA gun, probably a model 1941 25-mm AA gun, was observed at the searchlight emplacement at the southern portion of the field.
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All drivers and assistant drivers wore black-bordered blue epaulets with air-force insignia.

-  10. Between 6 and 20 June, minor air activity was observed at Doeberitz airfield. Individual aircraft or formations of three to four made local flights. On 20 June, the total of about 50 Il-10s were still observed at the field. Four single-jet aircraft were parked in front of the hangars at the southern portion of the field, while the two larger double-jet aircraft still remained at their parking place. The type of the latter aircraft could not yet be identified because of the distance of observation.
11. During various nights between 10 and 20 June, 5 to 6 searchlights were in operation. It was not observed if aircraft were involved in these exercises.
12. Since about 14 June, both test stands at the field have again been in operation. Personnel of the NSKK-Kaserne were apparently employed at these test stands.
13. On 17 June, five railroad tank cars were shunted to the airfield on the spur track at Hamburger Chaussee. These tank cars were emptied into tank trucks, which carried the gasoline to an undetermined fuel dump.
-  14. At about noon on 4 July, about 30 Il-10s, which were parked outside the aircraft revetments, were seen from an open gate at Reichs Strasse.
15. The following air activity at night was observed at Doeberitz airfield:

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4 and 9 June. At about 2300, night flying was practiced in the Doeberitz - Schoenwalde - Staaken area.

4 June. Two jet fighters approached the field coming from the direction of Schoenwalde - Velten. During air activity probably with Il-10s, three test cartridges were fired by heavy AA guns. No searchlights were in operation.

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9 June. Five to six approaches were made by aircraft, probably Il-10s, which came from the direction of Schoenwalde via Falkensee. Two detonations each were heard and flashes were seen when the aircraft approached the field. The planes disappeared in the direction of Priort.

1. Comment. There were no changes in air activity and occupation by the ground-attack regiment which was transferred from Brandenburg-Briest to Doeberitz. The information that yellow markings, in addition to medium-blue markings, were seen on aircraft, supports the assumption that the various squadrons of a unit are marked by various colors on the propeller hubs, while all the aircraft had yellow upper edges on their rudder units. 25X1
2. Comment. The arrival of 300 to 350 recruits is probably connected with the beginning of a new course at the technical school, which usually begins in the fall. 25X1

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